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CAA Agrees To Direct Gas Ration For Civil Aviation

In response to many requests from aviation trade organizations and individuals, the Civil Aeronautics Administration has agreed to assume responsibility for rationing gasoline to civilian pilots. The argument most frequently advanced favoring that arrangement has been that the CAA is thoroughly familiar with the needs of aviation and the interests of all concerned would be best served by such a rationing method. It is estimated that there are more than 1,000 pumps in the United States selling the type of fuel involved.

CAA Plans New Job.—Plans for operation and methods of allotment are now being considered and immediately upon consummation the CAA will begin its new job.

Administrator Charles I. Stanton in accepting the chore announced that it would be handled by the supervising and inspection staff of the CAA which will have control of distribution to dispensing operators. The men who will be in direct charge are thoroughly familiar with the needs of civil aviation and are in a position to make allotments in such a manner as to best preserve the equilibrium of private interests.

In response to a request from the Office of Price Administration that the CAA take over the rationing, Mr. Stanton replied: "We feel that the Office of Price Administration's objectives could be best achieved by allocating aviation gasoline for civilian use to the Civil Aeronautics Administration for distribution to the various operators and dispensing pumps. We believe that the enlightened self-interest of commercial operators and dispensers in the survival of their business, checked and supervised by the CAA, would insure correction of any abuses."

To shift gas rationing from the Office of Price Administration, to whom the task was delegated by War Production Board Directive 18, an amendment will

be necessary as the Directive specifically provides that none of its provisions, as relating to the Petroleum Administrator for War, which have to do with any material being rationed by the OPA shall be disturbed.

NATA Urges CAA Rationing.—The National Aviation Training Association is among the organizations which asked the CAA to take over the rationing job. "It can," states the NATA, "certify the essential quantities needed, and can arrange for the satisfactory control for manufacture of the fuel. The CAA has all the machinery for doing the job and all the data available to furnish government agencies with the necessary information. This would relieve local boards of any responsibility and will eliminate any criticism that might result from their action. It follows the precedent set by allowing the Office of Defense Transportation to allocate the gas used by trucks and taxicabs."

Allotments of gas for civilian aviation will be made, Mr. Stanton announced, along the general lines of the system established by the Petroleum Administration for War for the distribution of critical gasoline for civilian use. It will make possible an accurate check he said, of all gasoline used and prevent its diversion for purposes other than aviation, and it will eliminate the use of gasoline in non-essential aviation.

Ask Route to Hawaii

Western and United have applied for routes from Los Angeles and San Francisco to Honolulu, Hawaii. Other applicants for Hawaiian service are Northwest, Matson Navigation and the Ryan School.

Veterans Will Look To Aviation for Jobs

Jobs for returning servicemen in airport management personnel are suggested by Civil Aeronautics Administrator Charles I. Stanton.

"Airport management offers a promising field for the returning servicemen," he said in an address before the Statewide Forum on Aviation in Baltimore.

Our national airport plan envisages 3,000 new airports. All of them will need managers and other operating personnel, and many men now in the Air Forces have indicated to me their desire to become airport managers or flying service operators."

Need for immediate consideration of postwar aviation problems was accented by the Administrator. "What we do or fail to do today, in the way of planning, will have a very real effect."

Jobs for the Veterans.—He pointed out that concern about peacetime flying is by no means confined to civilians. "Frequently," he said, "I get letters from men who want to know what we are doing to make it possible for them to use their war-won aviation skills in earning a peacetime living. They are doing a lot of thinking about the future they are fighting for. We have a real responsibility toward them to be ready with plans that can go into action when Liberators and Fortresses have completed their missions of destruction."

Touching on the part now being played by the CAA in preparing for the development and expansion of aviation after the war he said "Most important is the revision we are now completing

(Continued on page 73)



Mr. Stanton

Jobs For Radio Electricians Await Today's Alaska Pioneer

Sixty jobs are open for radio electricians on the 7,000 miles of civil airways in Alaska, Civil Aeronautics Administration officials announced recently. By July 1, the CAA hopes to sign up 60 applicants.

The jobs pay approximately \$3,475 (\$2,875 base pay, plus the usual 21% overtime now paid government employees on the 48-hour week). For more highly skilled radio men, the CAA has jobs which pay up to \$4,600, and 10 radio engineers are needed for which the annual salary is from \$3,700 to \$5,600.

Discharged service men will be given preference and only draft exempt men will be considered. They must be released by their employer or from the War Manpower Commission and have medical certificates. Those of 38 or more are not barred.

Where to Apply.—Applications should be sent to the Alaska Projects Depot, 224 Westlake Avenue North, Seattle, Washington, where transportation to Alaska will be provided for accepted applicants.

No wives or families can be brought to the Territory at first, but after the husband has become settled, and makes proper arrangements for family living, the CAA has no objection. Quarters are furnished for bachelors at \$5 a month, and for families at \$25 a month at all stations except Anchorage, Juneau and

Fairbanks. These quarters, one room for bachelors, four rooms for families, are furnished with dishes, linen, furniture, heat, light, and all normal requirements. Only bachelor quarters are available at this time, however.

At Anchorage and Fairbanks a federal housing project rents four-room houses, completely furnished, for \$80 a month, and there is now a long waiting list. Most CAA employees live in private homes. Food can be purchased through the CAA commissary.

Qualifications for Jobs.—Minimum qualifications for these jobs are one or more of the following:

Class A Radio Amateur license active for at least two years; 2nd Class Radio Telephone or Radio Telegraph commercial radio license; graduation from a recognized radio technical school, or from a comparable military school; two years as repairman in a radio repair service station.

Duties are: maintenance and upkeep of nearly all types of radio equipment common to communications circuits, including radio ranges, UHF equipment, and UHF-FM equipment; Boehme high speed teletype equipment; and diversity receiving and associated equipment.

Although some of the CAA stations are isolated, many have sizable complements of Americans, and the major towns are typically American.

CAB Decides Against Plane Load Increase

No increase in gross loads will be permitted planes now flown on commercial airlines, the Civil Aeronautics Board has announced. Chairman Pogue gave as the main reason for the decision, the Board's belief that the recent return of aircraft to domestic carriers will relieve the critical shortage under which the airlines have been operating.

The proposed increase in loads has been under consideration for several months and was discussed at a recent public hearing in which representatives of all the nation's airline pilots and Douglas and Lockheed engineers gave the pros and cons of the issue.

The Air Line Pilot's Association was unanimous in its disapproval of the increase. The pilots expressed conviction that an increase of loads for present aircraft, many of them already old, would lower the margin of safety, particularly under conditions of turbulence and single-engine operation. The fact that this fear prevails would in itself constitute a hazard, the Board said.

This action, the Board said, should not be construed as having any implication with respect to new models of aircraft which shall become available in the future.

Army Sends More DC-3s Back to Domestic Lines

The War Department notified the Civil Aeronautics Board and the Postmaster General last month that 28 more DC-3 planes were being returned immediately to the domestic airlines.

Since June 1, 1942, when the army took over 158 of the 324 domestic planes, the air carriers have been long on business and acutely short on planes. Even the 34 transport aircraft which have already been returned have not been sufficient to enable the air carriers to meet the tremendously increased demands for airmail, priority passengers and express.

Postmaster General Walker stated that since June 1942 airmail has grown from about 31 billion pound-miles to an estimated 80 billion pound-miles in the current fiscal year.

The airlines who are to receive the returned flight equipment are American 5; Eastern 4; United 5; TWA 3; Pennsylvania-Central 3; Western 2; Northwest 2; Chicago and Southern 2; Colonial 1; and Braniff 1.

The additional 28 planes will bring the commercial air fleet up to 228. More planes are expected and they will be assigned by the Civil Aeronautics Board to meet the critical congestion of traffic on the commercial routes.

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INFORMATION
AND STATISTICS

LETTERS TO THE EDITOR

All inquiries pertaining to the editorial content of the JOURNAL should be addressed thus: Editor, Civil Aeronautics Journal, Reference A253, Civil Aeronautics Administration, Washington 25, D. C.

To the Editor:

It is good to read in the April Journal that the Civil Aeronautics Board is beginning to think of simpler pilot regulations. Especially is it welcome news to see that meteorology will be lightly treated in the aeronautical knowledge requirements. Before I took my written for a private certificate I had to go through a two-inch fog of meteorology stuff. About all I remember of it is the identification of clouds.

B. B.

Praises CAA

Harold E. Tannehill, who served as Coordinator of Defense with headquarters at Rock Springs, Wyo., until January of this year, in a recent letter to the Regional Manager at Kansas City, Mo., wrote—"The Civil Aeronautics Administration is doing a most wonderful wartime job." He praises the Rock Springs CAA office for its cooperation in locating plane disasters in an area covering approximately 14,000 square miles. "I have faith in the great work your organization is doing," he said, "and assure you I shall acquaint others with your accomplishments."

CIVIL AERONAUTICS JOURNAL

Board Member Asks For More Liberal View Of Private Plane Airworthiness Standards

As a basis for its regulation of civil aviation the Civil Aeronautics Board has tentatively set up the premise that it is not the duty of the Board to protect a citizen against himself. Not until "others than himself" are in jeopardy does the Board consider itself called on to intervene, is the opinion of Edward Warner, vice-chairman of the Civil Aeronautics Board. He elaborated on this principle in an address before the Institute of Aeronautical Sciences in Detroit.

Such a proposal has been submitted to the public, and responses have been overwhelmingly favorable.

Safeguarding the Innocent.—Warner declared: "On the general principle of protection of the innocent, it is reasonable to maintain varying degrees of government control over various types of operation. It is recognized in the Civil Aeronautics Act, that the highest standards must be maintained in scheduled air transportation.

As basic in his own convictions, he said: "A clear distinction should be recognized between purely private and commercial flying.

"I hope the establishment of a special certification, and a distinctive identifying symbol, for aircraft which are never to be used for any commercial purpose whatever, and which under the procedure I suggest could not legally be so used without recertifying them in a different category, will gain enough public support to justify its early incorporation in the official rulebook."

Identify Private Planes.—Regarding the private owner Mr. Warner commented, "His aircraft will be a private convenience; its regulatory status can be established accordingly; and as a first step in that direction it can be unmistakably and permanently identified as being in the private category.

"The logical consequence of identification of private aircraft would be a substantial relaxation of the standards of periodic governmental inspection, or even a complete abandonment of any requirements on that point.

"For the private user, it is my personal view that information on the loads and speeds for which the aircraft is designed and tested should be given in full and in the clearest possible form. Everything possible should be done to convince the pilot of the wisdom of keeping his personal practices to well within the safe limits.

"Let me now concentrate on the regulatory prospects directly involving the designer and manufacturer of the aircraft and its auxiliary equipment. What limitation should be placed upon the characteristics of equipment that is to be placed on sale in the private markets? It seems to me that the primary purposes of airworthiness regulation for private aircraft are:

Suggested Regulations.—"1. To insure that the articles sold are of sufficiently uniform quality to enable the

user to count on their measuring up to the standard performance of the type, and in particular that they are free from hidden flaws which might cause sudden unpredictable failures; 2. To insure that they possess no features, either of inclusion or of omission, which would especially predispose them to involvement in collisions, either in the air or on the ground; 3. To develop full information on the aerodynamic and structural qualities and the general behavior of each new type of aircraft, so far as those points affect safety, with such information to be made available for the guidance of every user; 4. To insure that the aircraft which are placed upon the market include no characteristics which would create hazards beyond the power of a pilot's skill to overcome, and also that they have no characteristics which would present any substantial hazard even to the relatively unskilled unless the elimination of such characteristics appears incompatible with the securing of other qualities which may be advantageous.

"In summary, I believe in the next stage of evolution of the regulations affecting the design and construction of private aircraft some of the existing requirements, notably those which now impose fixed performance minimums, should be eliminated entirely. Others, notably the load factors, should be given two or more alternatives, with a free choice to be made by the purchaser."

New Publications

Two new publications are on sale at the office of the Superintendent of Documents, Government Printing Office, Washington 25, D. C.

Uniform System of Accounts for International Air Carriers, issued by the Civil Aeronautics Board as a guide to carriers in maintaining their accounts, sells for 50 cents.

Wood Aircraft Inspection and Fabrication, ANC 19, is \$1 a copy. While the publication contains recommended practices for the manufacturer of wood aircraft structures, the CAA advises that other methods which produce equivalent results or have been found satisfactory through past experience will continue to be acceptable. It was prepared by the Department of Agriculture's Forest Products laboratory at Madison, Wisconsin, and has been approved by the Army-Navy-Civil committee on aircraft design.

New Airport Lighting Chief

C. Raymond Seybold has taken over the duties as Chief of the CAA's Airport Lighting Unit. His predecessor, Robert C. Blatt, has accepted a position with "Aviation Maintenance" magazine as Technical Editor. Mr. Seybold was formerly with the Atlanta Regional Office as a lighting engineer.

Consider Air Postmen

The Public Buildings Administration is considering plans to facilitate an expansion of the use of aircraft, helicopters especially, as a means of expediting the delivery of mail to points not easy of access by other means. Post Offices serving Star Routes, which frequently are in sections where highway conditions operate against speed of delivery, are being considered for the air postmen service.

U. S. Air Control Upheld by Court

The federal government's right to require the certification of all civilian pilots and planes has been upheld in its first court test. The challenge of the constitutionality of the Civil Air Regulations was made by Andrew D. Drumm, Jr., of Fallon, Nebr.

The case was heard by Judge Frank Norcross of the U. S. District Court, sitting at Reno, who imposed a fine of \$2,500 on Drumm and enjoined him from operating airplanes until he obtains a CAA pilot certificate.

Judge Norcross held the amendments to the Civil Air Regulations, requiring all pilots and aircraft be certified for the protection of safety in air commerce, were within the powers conferred by Congress in creating the Civil Aeronautics Board. (The CAB issues regulations and the CAA administers.)

Judge Sustains Board.—Judge Norcross sustained the Board's findings that because of the tremendous increase in both military and civil aeronautical activity "operations of uncertificated airmen anywhere in the navigable air space overlying the United States constitute a hazard to interstate, overseas, and foreign air commerce."

The CAB asked maximum penalties of \$11,000, but the court cut this to \$2,500 explaining Drumm's public defiance of inspectors resulted from an erroneous view that his constitutional rights were invaded, and did not injure the standing of the inspectors.

Drumm Enjoined.—A temporary injunction preventing Drumm from flying had been issued by the Court in August, 1942, for allegedly illegal flights made in February, 1942, from Fallon, Nev., to Bishop, Calif., and from Bishop to Independence, Calif. These were non-commercial flights.

Drumm's violations included not only lack of a pilot certificate, airplane airworthiness certificate, and operations record, but failure to comply with the wartime requirements of holding an identification card, filing a flight plan and securing a flight clearance. When challenged by inspectors, he declared that he had been flying for 20 or 25 years without a certificate, never used federal facilities, and therefore the CAB couldn't stop him from flying.

Downdraft Description Spurs Board Thunderstorm Studies

Thunderheads hold threats which every flier has good reason to dread, but just how powerful downdrafts, characteristic of heavy storms, act on a plane has been largely a matter of deduction, based on observations of persons outside the scope of their power.

A 1940 airline accident near Lovettsville, Va., took the lives of every occupant of the plane, twenty-five, among whom was Senator Ernest E. Lundeen. But the more recent crash at Trammel, Ky., last July, spared the lives of two of the twenty-two in the plane. Their descriptions of the downdraft in which the American Airlines plane was caught have intensified the studies of the menace being made by the Civil Aeronautics Board in conjunction with research by the Weather Bureau and the National Advisory Committee for Aeronautics.

Severe Lightning.—Survivors of the Trammel crash told of intense lightning in the storm which the plane ran into a short time before its Nashville stop. The flight was enroute from Cleveland to Memphis through scattered thunderstorm weather, and was flying at 2,000 feet when it entered the storm, lost altitude, struck the ground in nearly level flight, and tore its way through a small grove of trees.

Weather reports before the plane left Louisville for Nashville, indicated thunderheads south and north of Nashville, with lightning more frequent to the north. One of the survivors, an army pilot, said the weather was fairly clear outside the storm, and not instrument weather.

Examination of the area showed the effects of a strong surface squall, the result of the fanning out of a vigorous downdraft from the thunderstorm. These strong surface winds radiated from the center of the storm area, but it could not be determined definitely whether these radiating winds were simultaneous from a single large downdraft or the result of numerous intermittent downdrafts.

Tailwind, Last Straw.—Damaged crops and trees indicated that at some time during the storm there was a strong southwest headwind. The general wind direction at 2,000 feet, according to Weather Bureau observations, also was southwesterly. From the testimony of the two survivors a strong northeast tailwind was blowing when the plane came down, and flattened cornfields and broken tree limbs substantiated their testimony. It was this tailwind which the Board believes was the final factor in the crash.

How It Happened.—It is believed that the plane entered the disturbance from the northeast at the planned altitude of 2,000 feet, about 1,300 feet above the ground, and proceeded into a headwind under increasingly turbulent conditions at reduced speed as a safety precaution. Within the storm, the plane met a downdraft conservatively estimated to have a drop of 1,500 feet a

minute, which caused it to lose altitude at that rate, since constant power and speed, according to the surviving witnesses, were maintained. Even if the pilot had attempted to climb, which would have reduced his airspeed, his rate of descent would still have been about 1,000 feet a minute.

Explaining that a downdraft is retarded as it approaches the ground, the Board believes it probable that the downward motion would have disappeared at around 200 feet thus allowing the plane to recover if it had not been for a high velocity tailwind. However, the exact altitude at which the downdraft starts to fan out or how rapidly it disappears, is not known, the Board said.

If the plane passed out of the downdraft into a fan-out tailwind, the airspeed would have been further decreased, resulting in an immediate loss of lift. To maintain level flight it would have been necessary to accelerate the airplane along its flight path until the speed relative to the ground had increased to compensate for the speed lost. This acceleration would have had to be accomplished at a time when the climbing angle may already have been very near the stall, and the drag high.

Good Records.—The captain in charge of the flight, was well qualified, the Board said. In addition to his first officer, he had available the advice and counsel of a Captain Carpenter, who had been assigned to this flight to make a route check. He was a pilot with an enviable record of about 15 years of wide experience. It must have appeared to them that they could fly through the storm safely, the Board concluded.

Due to spotty distribution of the turbulence within a storm, pilots are likely to be misled when they do not encounter turbulence. Therefore, while flight in a thunderstorm area may not be hazardous, flight through a thunderstorm should be avoided.

Pilots Need CAA Permit To Fly Into Cuba, Mexico

The Civil Aeronautics Board last month revealed that part of the air traffic rules which permitted civil planes to fly into Cuba and 100 miles into Mexico without a foreign flight authorization. As a result pilots desiring to fly into these countries will be required to obtain authorization from the Administrator of Civil Aeronautics. Airline planes are not affected by this requirement.

Aircraft flying on official missions for the Civil Air Patrol were exempted from the new restriction. It is expected that the restriction will be removed at the end of the war, when the rules governing flight of our aircraft into other countries of the western hemisphere are expected to be liberalized.

CAB Helps Save Baby's Life

Last month the Civil Aeronautics Board amended a service suspension order for one day so that the life of 9-month old Martha Hancock could be saved. The baby had swallowed an open safety pin at her home in Columbia, Tenn., and the Board permitted American Airlines' Flight 8 to land at Philadelphia where she was to undergo a delicate operation.

In December 1943, the Board found that "the presence of intensified military activities in the vicinity of the Philadelphia Municipal Airport creates special hazards" so it ordered temporary suspension of airline service.

Procedure for Pre-flight Factory Checkup Changed

Maurice Courtland Fry, a test pilot, in an accident near Middletown, Ohio, bought with his life protection for other pilots, and brought about an important change in factory inspection procedures.

Fry, a test pilot for the Aeronca Aircraft Corporation, took off from the Middletown Airport on a test flight. A few minutes later the airplane was seen in a left turn at a low altitude during which it dove and disappeared. While an attempt was being made to extricate the pilot, fire, from an undetermined source, broke out and consumed the aircraft.

An examination of the wreckage disclosed the upper outboard end connection of the rear lift strut on the left wing was improperly assembled. Apparently, the adjusting insert sleeve of the terminal had not been inserted far enough into the strut proper and the securing bolt, although inserted through the strut proper and safetied, did not pass through and secure the sleeve. Thus, the sleeve was left disconnected from the strut and in this condition the strut was not able to function. This allowed undue warping of the wing panel, changing the flight characteristics of the plane to such an extent that it apparently became difficult if not impossible to control.

Prior to this accident the factory procedure required a check of the final assembly by a company inspector. Apparently this inspector did not detect the improper assembly during the final check and the test pilot failed to see it when he made his pre-flight check of the rigging. Following this accident, measures were taken to facilitate inspection of the strut attachment upon final assembly and a procedure was established to have all newly-constructed aircraft inspected by proper personnel before they are turned over to the test pilot.

The probable cause of this accident was loss of control of the aircraft following severe warping of the left wing in flight, because of improper factory assembly.

Board Reports of Accidents

CAA Trainee Honored

She Walked Into Propeller

In her haste to meet her daughter and son-in-law, Mrs. Kathryn Diddel walked into the propeller of the plane from which her relatives had just alighted at the Hoosier Airport, Indianapolis, Indiana, and was seriously injured. The plane, piloted by Roger B. Stevens, who was accompanied by his wife, Mrs. Diddel's daughter, and their baby daughter, had just arrived from Washington, D. C.

In describing the accident Stevens said he had stopped momentarily to locate the gasoline pit to refuel. He said he cut the switch when he saw Mrs. Diddel walk toward the propeller but could not be certain the switch was off when the idling propeller struck her.

It is apparent that the accident was due to carelessness and lack of vigilance of the airport guard and airport management for failure to prevent the public from entering an area used for flight operations.

"Under the Hood" Accident

A student, Myron Milton Nelson, flying under the hood at the direction of his instructor Willard Alloway Strange, Jr., drove the plane into a mountain side near Yakima, Wash., killing Strange and himself suffering serious injuries. Student Nelson, though hazy as to details, recalled the instructor had told him to remove the hood and locate himself by vision rather than instruments.

The plane, he said, was close to the ground with high, snow-covered trees all about. He attempted to pull up to avoid one close ahead and could recall little else. The scene of the accident is about 5,000 feet above sea level.

Elk hunters in the vicinity heard the crash, but thought it was the report of a gun, and made no effort to locate its source. A little later repeated cries for help were heard and one of the hunters found Nelson, in a daze, wandering near the wrecked plane.

The accident was attributed to poor judgment on the part of the instructor in directing flight into unfavorable weather over rugged terrain at a dangerously low altitude.

Took a Chance on the Weather

Continuation of a contact flight into instrument weather is given as the cause of an accident resulting in the death of a father, two sons, and the fiancée of one of the latter.

The pilot, Raymond W. Kaiser, with his father Roy E. Kaiser, and his brother Edward W. Kaiser, and Lois J. Anderson, were all fatally injured in the accident near Warm Spring, Mont.

Pilot and Baby Killed

Continuing contact flight into instrument weather is given as the cause of the accident which resulted in the death of a pilot and 5-weeks-old baby in an accident in the mountains of Virginia, near Pardee.

Pilot Ralph Hugo Barry, 2,810 solo hours, with commercial pilot certificate and flight instrument rating, was on the way from Anderson, S. C., to Columbus, Ohio, accompanied by Mrs. Berthe N. Welch and her infant son.

Witnesses at Dunbar, Va., reported seeing the plane and said it appeared the pilot was searching for a way to get over the mountains without climbing into the overcast which had developed since leaving Anderson. At the head of a narrow valley he attempted a sharp turn and a second later, according to Mrs. Welch, exclaimed: "We are going to crash." The right wing struck a tree and the plane flipped over on its back and burst into flames on the runway of an abandoned mine. Mrs. Welch freed herself from the safety belt and was badly burned in an unsuccessful effort to save her baby and the pilot.

Investigators reported the accident was "due to poor judgment in continuing contact flight into instrument weather over mountains."

Girl Pilot and Boy Killed

A girl pilot, Miss Norma Ruth Adams, 19, and her passenger, Frank Eugene Spinar, 18, were killed in an accident near Crete, Nebr., the cause of which was not determined. So far as could be learned no one witnessed the accident.

Miss Adams, who had about 300 solo hours, took off for a pleasure flight from the Crete municipal airport with Spinar who was employed as a student mechanic at the port. When, about two hours after their departure, they failed to return a search for them from the air was begun and continued until darkness. The next day the wreckage of the plane was found.

Extinguisher Kills Flier

A fire extinguisher wedged beneath an elevator control link caused the death of Henry John Peterson, Jr., near Joy Airport, Fraser, Mich.

Investigation revealed that during flight the extinguisher had fallen from its bracket in the cockpit and became wedged beneath the push-pull elevator control link rod slightly forward of the control stick socket in the rear cockpit, while the stick was in the forward position. As the stick was moved toward the rear, the link rod jammed on top of the extinguisher, resulting in an uncontrollable dive. Although



Captain Robert Samuel Johnson, a Lawton, Oklahoma, boy, who received CAA flight training at Cameron State Agricultural College at Lawton, is credited with 27 enemy planes shot down in combat. He is a member of the Eighth Air Fighter Command and is now stationed in London, England.

Captain Johnson has received the Silver Star; Distinguished Flying Cross, with five clusters; Air Medal, with three clusters; and the Purple Heart.

equipped with a parachute there was no indication that the pilot had attempted to use it. The plane was demolished.

Mistook Smoke for Flame; Dies

Smoke from escaping oil which came in contact with the hot exhaust manifold caused the death of a CAA flight instructor and the serious injury of his student near Chapman Field, Waterloo, Iowa.

Thinking the plane was afire, Instructor Homer Oliver Hanson, put it in a sharp left turn, away from the smoke pouring out over the right wing, and it slipped and crashed. The student, Philip Robert Pistone, told investigators that shortly after taking off Hanson exclaimed: "We are on fire," and immediately began the turn.

Investigators reported the cap was not on the oil filler tank and gave that as contributing to the accident, the prime cause of which was given as confusion on the part of Hanson.

DOMESTIC AIR CARRIER STATISTICS

Operations for March and April 1944

Operator	Routes operated	Revenue miles flown		Revenue passengers carried		Revenue passenger miles flown		Express carried (pounds)		Express pound miles flown		Passenger seat-miles flown		Revenue passenger load factor (percent)	
		March	April	March	April	March	April	March	April	March	April	March	April	March	April
All American Aviation, Inc.	Pittsburgh-Huntington, Jamestown, Williamsport, Harrisburg, Washington.	88,920	90,800	0	0	0	0	9,487	8,592	1,427,834	1,296,963	0	0	0	0
	Dallas-Los Angeles	778,017	876,106	14,855	16,343	12,990,353	14,545,601	162,990	80,989	163,180,634	151,694,700	14,082,754	16,540,680	92.03	87.94
American Airlines, Inc.	New York-Chicago	351,119	355,003	13,345	14,670	4,919,927	5,393,013	577,388	533,050	241,491,822	241,202,268	5,797,038	6,167,032	84.87	87.46
	Boston-New York	48,175	51,401	9,123	12,174	1,403,735	2,222,535	253,915	303,309	44,774,640	44,774,640	1,826,656	2,416,921	87.80	88.11
	Boston-Cleveland	15,200	15,578	1,255	1,499	1,443,048	1,222,529	19,149	19,149	7,445,659	7,445,659	1,310,663	1,310,663	84.25	84.52
	New York-Nashville	58,985	59,306	4,248	4,802	9,685,500	10,580,411	320,249	201,828	185,628,108	192,079,452	17,625,770	19,258,240	89.82	89.84
	Chicago-Fort Worth	630,754	675,098	17,055	18,630	9,333,747	10,550,411	320,249	201,828	330,400,000	330,400,000	2,405,316	2,967,374	86.83	89.84
	Washington-Chicago	147,424	162,275	4,885	5,830	2,312,018	2,512,618	117,399	106,528	58,490,576	58,491,058	2,405,316	2,867,374	84.23	87.63
	Chicago-Fort Worth	147,424	162,275	4,885	5,830	2,312,018	2,512,618	117,399	106,528	58,490,576	58,491,058	2,405,316	2,867,374	84.23	87.63
	El Paso or Fort Worth	108,889	110,929	3,709	4,407	1,901,708	1,930,928	63,522	81,136	29,881,233	29,881,233	2,096,326	2,177,450	86.18	88.91
	Buffalo-Toronto	135,423	134,190	2,947	2,947	2,053,660	2,028,101	18,474	17,522	17,801,024	16,951,778	2,424,538	2,473,340	84.88	81.99
	Total		2,328,269	2,513,140	58,721	66,496	35,992,883	40,452,468	1,637,172	1,386,979	775,726,144	718,519,376	41,036,015	46,001,272	87.71	87.94
Brant Airways, Inc.	Chicago-Dallas	205,556	201,219	6,099	6,099	3,410,094	3,621,875	67,567	50,407	37,728,771	28,800,252	3,505,179	3,800,556	94.85	95.30
	Denver-Brownsville	153,266	148,057	9,607	8,848	2,534,352	2,524,132	26,968	34,901	6,878,520	8,400,214	2,771,068	3,038,508	91.46	85.07
Chicago and Southern Air Lines, Inc.	San Antonio-Laredo	8,250	8,420	685	848	104,250	126,076	26,244	687	36,939	103,050	105,000	175,812	63.18	72.05
	Total	369,072	357,696	14,087	15,205	6,045,666	6,272,703	94,779	85,995	44,643,801	37,372,516	6,331,247	7,014,936	92.01	89.42
Chicago-New Orleans	148,081	150,256	5,897	6,111	2,505,905	2,612,527	63,684	77,432	28,780,044	25,262,465	3,003,047	3,076,261	83.44	84.93	
	Memphis-Houston	30,325	29,498	1,307	1,307	4,402,088	4,590,148	9,522	27,414	4,294,888	10,096,580	566,184	566,920	77.21	77.70
Continental Air Lines, Inc.	Total	178,406	180,254	6,751	7,418	2,968,113	3,071,675	73,206	104,495	31,040,932	38,359,045	3,492,231	3,497,181	82.40	88.76
	Denver-El Paso	50,029	50,373	2,717	2,382	835,758	813,612	10,063	7,775	4,597,904	3,415,559	900,469	905,608	84.38	81.88
Delta Air Corporation	Pueblo-Tulsa	30,956	32,908	1,259	1,504	282,979	302,974	2,895	2,415	726,680	589,197	355,357	360,948	84.38	84.38
	Denver-Kansas City	26,080	30,557	1,447	1,602	207,519	252,278	3,317	3,780	1,814,624	2,093,946	260,000	303,088	77.14	81.62
Eastern Air Lines, Inc.	Total	148,058	153,838	4,018	4,114	1,326,256	1,368,864	16,365	13,970	7,100,218	6,098,702	1,504,856	1,665,734	83.16	82.26
	Charleston or Savannah-Fort Worth	204,313	199,093	9,413	8,971	3,769,492	3,769,492	52,747	46,320	21,656,872	20,096,745	4,181,252	4,124,800	89.02	91.38
Inland Air Lines, Inc.	Atlanta-Cincinnati	41,862	44,378	2,580	2,580	784,577	847,188	33,585	27,652	10,726,449	8,436,933	836,654	925,087	91.59	91.52
	Total	246,175	243,471	11,737	11,388	4,533,735	4,616,680	86,332	73,972	32,380,321	28,556,688	5,039,886	5,050,577	89.96	91.41
Mid-Continent Airlines, Inc.	New York-San Antonio or Brownsville	401,419	425,416	11,558	13,053	6,401,647	6,985,992	136,421	126,303	76,380,195	69,808,687	7,840,569	8,386,326	81.65	83.30
	New York-Miami	612,100	621,412	14,722	15,378	8,647,294	8,806,065	174,915	161,943	148,191,819	135,423,912	10,090,101	10,257,045	85.96	85.82
National Airlines, Inc.	Chicago-Jacksonville	166,892	167,475	6,718	7,044	2,944,724	3,094,933	81,465	75,379	30,459,344	27,979,940	3,198,570	3,250,881	92.90	95.20
	Atlanta-Tampa	25,214	24,570	1,074	1,062	404,608	430,414	9,465	9,171	4,063,129	3,701,233	3,409,265	4,027,553	86.23	87.30
Northeast Airlines, Inc.	Total	1,293,625	1,238,873	31,371	34,136	18,398,433	19,317,344	402,639	372,796	208,220,487	215,114,772	21,320,765	22,386,780	85.42	86.29
	Denver-Great Falls	39,982	42,812	932	920	285,115	307,823	1,118	1,024	234,132	197,166	400,322	445,207	71.19	69.14
Northwest Airlines, Inc.	Cheyenne-Huron	54,764	60,796	932	920	285,115	307,823	1,118	1,024	234,132	197,166	400,322	445,207	71.19	69.14
	Total	128,735	137,552	3,775	4,343	1,009,408	1,244,265	14,281	16,250	3,750,456	4,408,708	1,501,645	1,545,475	71.22	80.51
Northwest Airlines, Inc.	Minneapolis-Tulsa	37,463	39,444	915	1,134	283,678	301,125	1,363	3,021	458,915	637,688	426,901	409,089	61.77	64.19
	Total	161,552	168,199	5,443	5,443	1,333,146	1,545,418	19,271	19,271	4,209,371	5,405,706	1,928,546	2,014,564	69.13	76.71
Northwest Airlines, Inc.	Jacksonville-Key West via Miami	131,479	128,255	6,796	6,770	1,527,611	1,527,708	22,428	23,024	6,729,295	7,317,979	1,828,244	1,783,924	84.10	85.31
	Jacksonville-New Orleans	118,066	121,817	3,786	3,811	1,404,317	1,423,031	18,588	18,030	7,362,664	7,738,015	1,583,033	1,628,304	88.71	87.39
Northwest Airlines, Inc.	Total	249,545	250,072	9,640	9,543	2,944,928	2,944,829	41,016	41,051	14,091,959	15,116,504	3,411,277	3,412,228	86.24	86.30
	Boston-Presque Isle and Moncton	74,613	80,443	3,214	3,708	753,058	864,588	6,305	9,127	1,176,870	2,290,446	1,566,873	1,674,289	47.93	51.64
Northwest Airlines, Inc.	Chicago-Twin Cities-Seattle-Fargo-Winnipeg	437,004	440,323	9,229	10,085	6,365,970	7,276,700	136,754	173,473	74,709,098	91,492,452	7,892,263	8,605,276	80.97	84.56
	Minneapolis-Duluth	440,865	456,187	9,229	10,085	6,365,970	7,276,700	137,415	174,550	74,803,021	91,647,893	7,892,263	8,605,276	80.97	84.56

Pan American Airways, Inc.	Norfolk-Detroit	208,698	245,520	16,787	20,869	3,404,767	270,410	60,599,219	49,026,387	4,328,281	5,113,833	80,05		
	Detroit-Milwaukee	13,176	12,308	1,256	1,313	10,907,870	204,882	16,385	1,524,082	2,268,696	258,408	68,98		
	Pittsburgh-Buffalo	12,448	12,208	1,845	1,902	165,213	185,750	10,451	1,785,296	1,244,910	256,308	63,20		
	Pittsburgh-Birmingham	33,838	38,520	1,443	1,828	525,652	640,191	13,001	4,436,879	711,060	808,920	73,14		
	Total	298,441	308,556	19,324	23,936	14,346,518	5,326,357	378,616	69,991,921	57,872,765	5,577,435	77,93		
Transcontinental & Western Air, Inc.	New York-Los Angeles	594,262	1,007,898	21,264	23,392	14,318,548	15,626,057	539,742	297,835,739	15,846,857	17,332,955	90,36		
	Dayton-Chicago	28,550	27,429	1,752	2,023	4,220,790	472,449	44,122	33,108	7,209,840	541,718	81,20		
	Boulder City-San Francisco	77,157	73,788	2,824	3,446,220	1,379,411	33,281	16,274	18,170,145	8,056,273	1,524,082	38,33		
	Kansas City-Pittsburgh via Chicago	384,662	257,245	6,196	3,819	3,886,557	3,406,182	229,985	188,518	113,212,365	3,680,204	91,97		
	St. Louis-Detroit via Cincinnati and Dayton	28,635	60,231	3,385	3,312	7,770,107	840,127	68,067	12,034,554	98,137,266	1,126,357	68,74		
United Air Lines, Inc.	Washington-Dayton via Columbus	42,652	44,982	1,921	2,248	637,390	743,998	17,308	5,487,089	4,450,502	818,888	874,254	77,84	
	Total	1,425,418	1,471,618	24,171	25,684	20,879,020	22,470,944	937,023	835,941	473,005,908	23,509,946	25,047,923	88,51	
	New York-San Francisco	1,006,015	1,555,331	21,072	25,138	19,982,135	19,960,745	696,339	635,225	576,479,791	918	90,73		
	Salt Lake City-Seattle	100,827	117,832	3,519	3,768	2,709,527	2,199,501	33,487	46,575	21,098,947	2,488,274	86,67		
	Seattle-San Diego	424,364	402,959	20,888	20,888	7,954,138	7,870,703	126,076	124,132	46,785,530	8,211,280	8,067,369	94,87	
Western Air Lines, Inc.	Seattle-Vancouver	7,907	7,907	1,136	1,131	154,590	156,398	1,132	1,803	214,654	5,715,124	86,97		
	Washington-Tokyo	35,942	40,461	904	1,070	644,962	769,831	8,139	14,362	3,194,531	7,712,259	818,007	90,55	
	Total	2,065,055	2,125,110	47,519	49,100	30,740,792	32,963,436	855,803	822,325	650,199,108	30,577,232	32,734,051	95,25	
	San Diego-Salt Lake City	100,243	102,974	6,114	5,334	8,821,927	2,967,254	852,337	62,672	49,494,508	32,404,368	3,348,384	88,18	
	Salt Lake City-Great Falls	33,170	30,240	1,028	1,144	427,206	492,566	880	1,801	251,675	626,034	607,704	61,00	
Colonial Airlines, Inc.	Great Falls-Lethbridge	9,940	9,900	415	538	57,544	75,362	1,391	22,923	47,674	180,926	207,434	31,97	
	Total	202,662	203,114	7,012	6,601	3,306,977	3,565,182	83,315	4,622,587	4,199,196	4,196,878	82,90		
	Sub Grand Total	9,505,470	9,902,257	252,799	274,800	110,219,500	132,384,243	1,776,197	9,459,557	2,392,580,506	23,310,338	25,063,950	171,904,669	87,71
	Total	34,142	62,002	3,449	915,905	1,078,498	13,010	16,840	4,061,090	3,186,740	1,193,698	82,88		
	New York-Montreal	70,666	69,778	7,825	8,120	1,122,900	1,163,980	545,813	574,115	880,968,372	1,188,046	1,302,048	93,69	
Hawaiian Airlines, Ltd.	Honolulu-Hilo and Port Allen	9,628,670	10,034,017	283,652	286,399	142,258,369	154,626,721	5,335,020	9,413,512	2,583,580,968	2,405,375,912	417,174	87,71	
	Grand Total	9,628,670	10,034,017	283,652	286,399	142,258,369	154,626,721	5,335,020	9,413,512	2,583,580,968	2,405,375,912	417,174	87,71	

The total passengers carried for each airline is an **unduplicated figure** with the exception of United, whose **unduplicated figure** is not available at this time.

Operations for the First Four Months of 1944 as Compared with the Same Period of 1943

Operator	Revenue miles flown			Revenue passengers carried (unduplicated) January-April			Revenue passenger miles flown January-April			Express carried (pounds) January-April			Express pound-miles flown January-April			Passenger seat-miles flown January-April			Revenue passenger load factor (average) January-April		
	1944	1943	1944	1943	1944	1943	1944	1943	1944	1943	1944	1943	1944	1943	1944	1943	1944				
All American Aviation, Inc.	340,172	328,333	0	0	142,093,825	130,978,554	0	33,451	29,865	4,998,927	3,741,215	102,000,807	0	157,727,666	87.68	83.04					
American Airlines, Inc.	9,139,747	8,283,327	237,285	209,890	23,055,975	19,147,420	0	6,304,246	5,898,962	2,908,461,797	2,905,968,825	151,970,611	0	151,384,410	91.56	75.94					
Brant Air Lines, Inc.	1,390,428	1,258,192	54,537	50,775	11,473,346	10,397,870	0	329,126	314,849	124,910,143	106,702,010	18,762,019	0	18,762,019	91.56	82.90					
Chicago & Southern Air Lines, Inc.	696,065	692,065	25,344	26,437	4,523,750	4,186,684	0	314,634	284,227	112,528,143	104,702,010	18,762,019	0	18,762,019	91.56	82.90					
Continental Air Lines, Inc.	484,211	484,211	15,125	15,125	2,625,000	2,625,000	0	201,678	179,534	904,787,279	904,787,279	18,762,019	0	18,762,019	91.56	82.90					
Delta Air Corporation	4,723,883	4,230,575	124,349	122,562	72,025,009	66,882,135	0	1,513,366	1,406,753	991,971,889	904,787,279	18,762,019	0	18,762,019	91.56	82.90					
Eastern Air Lines, Inc.	254,631	270,962	3,744	3,861	1,253,408	1,197,746	0	6,594	1,476,601	991,971,889	904,787,279	18,762,019	0	18,762,019	91.56	82.90					
Inland Air Lines, Inc.	694,955	363,075	19,201	7,050	5,830,340	1,990,546	0	66,937	34,384	17,594,274	7,052,932	18,762,019	0	18,762,019	91.56	82.90					
National Airlines, Inc.	190,552	553,399	33,185	21,629	6,001,971	6,005,538	0	143,257	80,167	48,088,137	22,547,636	18,762,019	0	18,762,019	91.56	82.90					
Northwest Airlines, Inc.	297,538	173,227	12,752	6,644	3,084,783	1,698,523	0	13,959	7,197,004	48,088,137	22,547,636	18,762,019	0	18,762,019	91.56	82.90					
Northwest Airlines, Inc.	1,785,321	1,913,539	38,405	27,511	26,106,400	13,001,797	0	634,423	304,193	332,176,614	347,777,316	18,762,019	0	18,762,019	91.56	82.90					
Pennsylvania-Central Airlines Corporation	1,080,773	851,261	17,583,615	16,463	17,583,615	13,212,988	0	3,015,710	3,115,647	7,698,238,718	1,860,527,712	91,539,010	0	91,539,010	87.69	84.29					
Transcontinental & Western Air, Inc.	3,352,402	4,352,402	185,550	155,550	22,688,907	18,232,467	0	3,065,592	3,352,690	2,413,583,039	2,124,636,045	130,156,010	0	130,156,010	87.69	84.29					
United Air Lines, Inc.	8,587,240	6,630,420	178,419	155,550	22,688,907	18,232,467	0	3,065,592	3,352,690	2,413,583,039	2,124,636,045	130,156,010	0	130,156,010	87.69	84.29					
Western Air Lines, Inc.	783,269	6,576,059	25,662	21,409	12,830,947	8,203,844	0	297,538	332,269	150,103,105	124,636,045	15,526,546	0	124,636,045	82.64	80.13					
Sub Total	37,238,221	31,508,397	945,861	854,100	130,712	454,891,199	0	1,065,742	16,376,858	9,369,195,673	9,156,806,280	631,607,288	0	631,607,288	87.74	83.05					
Index (1943=100)	118.25	100.00	104.38	100.00	121.83	100.00	0	100.00	100.00	100.00	100.00	100.00	0	100.00	104.89	100.00					
Colonial Airlines, Inc.	227,400	196,714	12,290	8,862	3,780,240	2,586,356	0	87,738	51,170	17,698,932	13,532,257	3,751,517	0	3,751,517	79.27	68.94					
Hawaiian Airlines, Ltd.	285,957	321,073	132,094	38,842	4,720,646	3,596,210	0	2,140	1,700,838	339,021,103	274,201,487	5,038,072	0	6,029,024	93.51	92.02					
Grand total	37,771,678	32,026,185	1,032,699	993,685	562,706,508	463,022,772	0	20,290,587	18,128,896	9,728,443,708	9,444,540,023	641,442,036	0	553,000,461	87.73	83.04					
Index (1943=100)	117.94	100.00	103.93	100.00	121.53	100.00	0	111.97	100.00	100.00	100.00	115.87	0	100.00	104.89	100.00					
Passengers carried (unduplicated) (total revenue and non-revenue) ¹	242,683	228,042	281,526	260,043	1,013,354	1,035,998	Passenger miles flown (total revenue and non-revenue) 16 domestic airlines										141,474,106	125,088,611	142,834,165	155,413,701	564,898,583
Total airlines	255,001	239,900	270,945	263,152	1,035,998	1,058,998	Total airlines										113,727,253	127,107,253	144,884,424	157,667,328	573,386,000
Total	January	February	March	April	Total	Total	January	February	March	April	Total	January	February	March	April	Total	Total				

Preliminary: Because some companies are late in reporting these figures are subject to revision in subsequent issues.

OFFICIAL ACTIONS . . . Civil Aeronautics Board

ORDERS 2825 THROUGH 2877



Airline Orders

Service

No. 2825 amended All American's certificate for route 49 so as to include Athens, Ohio, as an additional intermediate point. (Issued with an opinion April 27)

No. 2830 amended American's temporary certificate so as to include San Antonio, Tex., as an intermediate point between Fort Worth-Dallas, Tex., and Monterrey, Mexico, subject to certain conditions. (Issued with an opinion and approved by the President, April 22)

No. 2832 permitted the Interior Department to intervene in applications for certificates authorizing additional air service in Mexico, Central and S. America and the Caribbean. (May 4)

No. 2837 amended Braniff's certificate for route 15 so as to include Lubbock, Tex., as an intermediate point, with the condition that Wichita Falls and Lubbock shall not be served by the same flight. The service may not be inaugurated until the Board notifies Braniff that the national defense no longer requires its delay. (Issued with an opinion, May 8)

No. 2838 permitted Inland to inaugurate non-stop service on May 5 between Great Falls and Billings, Mont., and between Billings and Casper, Wyo. (May 9)

No. 2839 granted the Cities of Greensboro and High Point and Guilford County, N. C., permission to intervene in Docket 570 et al. (May 9)

No. 2841 dismissed TWA's application for a certificate authorizing transportation between Honolulu, T. H., and Los Angeles and San Diego, Calif. (May 10)

No. 2842 temporarily exempted Raymond I. Petersen, doing business as Ray Petersen Flying Service, from the provisions of sec. 401 (a) of the Civil Aeronautics Act, so that he may serve McGrath, Alaska, as an intermediate point on his route between Anchorage and Plutonium, Alaska. (May 10)

No. 2843 dismissed New England Airlines' application for a certificate. (May 10)

No. 2844 severed portions of the applications of American, Greyhound Skyways, Interstate Transit Lines, Northwest Airlines, North Coast Transportation Co., and Washington Motor Coach Co. from present dockets and assigned new dockets; consolidated applications of 23 airlines proposing additional air transportation on the West Coast into one proceeding and assigned them for hearing at a later date. (May 15)

No. 2845 denied Northwest's motion for amendment of its certificate to authorize air transportation between Seattle, Wash., and Portland, Oreg., on Route 3. (May 15)

No. 2846 denied motion of Northwest requesting severance of Docket 1241 from the West Coast proceeding. (May 15)

No. 2849 notified EAL that the national defense no longer requires delay of service from Tampa to the terminal point Miami, Fla., on route 40. (May 17)

No. 2850 severed and dismissed application of Chicago and Southern which concerned proposed service to Mexico, Central and S. America and the Caribbean area. (May 17)

No. 2851 authorized British Overseas Airways Corp. to increase the number of round trips between Foyines, Elre, and Baltimore, Md., from 2 to 3 times a week. (May 18)

No. 2852 permitted the New Orleans Airport Commission to intervene in Mid-Continent's applications for certificates. (May 18)

No. 2857 amended service suspension order 2601 so that American Airlines' Flight 8 could land and takeoff from the Philadelphia

Municipal Airport on May 11 for the purpose of discharging a child who was critically ill. (May 11)

No. 2858 granted Pan American permission to serve Montevideo, Uruguay, through the use of Melilla Fld. beginning June 10, 1944. (May 20)

No. 2861 denied the petition of the City of Kansas City, Mo., to intervene in applications for certificates—Docket 629 et al. (May 20)

No. 2865 approved an agreement between UAL and Railway Express Agency, Inc., relative to air express service. (May 23)

No. 2868 consolidated into one proceeding the matters of American Export Lines' plan for divesting itself of control of American Export Airlines and of American Airline's application for acquisition of control of American Export Airlines; permitted Pan Am, UAL, TWA, and Air Line Pilots Assn., International, to intervene in the proceeding. (May 25)

No. 2869 dismissed Western's application for a certificate. (May 25)

No. 2870 rescinded order 1758 insofar as it authorized Northwest to temporarily suspend service to and from Yakima, Wash., on route 3. (May 27)

No. 2871 permitted TWA to inaugurate non-stop service between Albuquerque, N. Mex., and Phoenix, Ariz., on June 1. (May 27)

No. 2872 dismissed the application of Air Transport Corp. for a certificate. (May 25)

No. 2873 granted the cities of Knoxville, Tenn., and Cincinnati Ohio, permission to intervene in Docket 570 et al. (May 25)

Miscellaneous

No. 2879 dismissed applications of Thomas F. Armstrong and EAL, L. B. Judd and Delta, E. J. Whyatt and Northwest, for approval of interlocking relationships. (May 1)

No. 2835 denied motion of Alaska Airlines to reopen the record concerning their application to purchase Cordova Air Service, Inc. (May 8)

No. 2836 approved an agreement between American and Mid-Continent relating to furnishing certain aircraft air-conditioning services at St. Louis, Mo. (May 8)

No. 2862 approved Western's application for acquisition of Inland Air Lines. (Issued with an opinion May 23)

No. 2866 approved an amended agreement between Mid-Continent and Continental to share the ticket office at Kansas City, Mo. (May 23)

No. 2867 dismissed the action started by the Board concerning extension of Panagra's route from the Canal Zone to Florida. (Issued with an opinion May 24)

Airman Orders

Suspensions

No. 2827 suspended the private certificate of Vernon C. King for 6 months. King took off in instrument weather from Moline Municipal Airport, Ill., although he held no instrument rating and committed other violations of the Civil Air Regulations. (May 1)

No. 2833 suspended Thomas B. Buckles' student certificate for 6 months because he carried a passenger on a flight between New Orleans, La., and Natchez, Miss. In addition, he had not passed the required annual medical exam. (May 5)

No. 2840 suspended the student certificate of Lewis W. McNutt for 90 days. McNutt

flew lower than 500 ft. and took off and landed on an undesignated landing area on several occasions. (May 10)

No. 2856 suspended the student certificate of Walter Lasley, Jr., for 90 days. Lasley flew in instrument weather although he did not hold an instrument rating. (May 19)

No. 2859 suspended Leonard D. Weaver's commercial certificate for 6 months. Weaver conducted a flight near Parsons Municipal Airport, Kans., at an altitude of less than 1,500 ft. and failed to circle the airport in addition to other violations of the Civil Air Regulations. (May 22)

No. 2860 suspended the private certificate of Ray D. Johnson for 90 days. Johnson entered the airway traffic control area at Clifflands Fld., Corpus Christi, Tex., in instrument weather without having filed an approved flight plan and committed other violations of the Civil Air Regulations. (May 22)

No. 2863 suspended the commercial certificate of Frank E. Tipper for 6 months because he piloted an aircraft from Krist Port Airport, Farmington, Mich., in instrument weather when he held no instrument rating and violated another provision of the Civil Air Regulations. (May 24)

No. 2864 suspended Clarence E. Phillips' commercial certificate for 60 days. Phillips performed unauthorized aerobatic maneuvers over Mt. Pleasant, Iowa. (May 24)

Revocations



No. 2826 revoked Harry S. Holcomb's mechanic certificate because he certified an aircraft as airworthy when the throttle did not operate freely, the gasoline shut-off valve leaked, there were broken rib stitchings in the wings, etc. (April 26)

No. 2828 denied Loyd E. Thompson's request for modification of Order 2308 which revoked his student certificate. (May 1)

No. 2847 denied request of Michael Berry for modification of order 2725 which revoked his student certificate. (May 17)

No. 2848 reopened the case (Order 2802) revoking Joseph M. Miklas' student certificate, so that additional evidence may be presented. (May 17)

No. 2853 revoked student certificate of Donald H. Bratton because he climbed into the cockpit of an aircraft while intoxicated, called for a fireman to assist in starting the engine, and resisted efforts of chief pilot and fireman to remove him from the plane and airport. (May 19)

No. 2854 revoked the student certificate of John R. Piburn because he flew lower than 500 ft. near Arlington, Tex., and committed other violations of the Civil Air Regulations. (May 19)

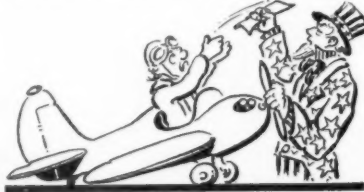
No. 2855 revoked Jack K. Williams' student certificate because he flew lower than 500 ft., landed on an undesignated landing area, and attempted to swoop down and roll the wheels of his plane on the ground near Atoka, Tenn. (May 19)

No. 2874 revoked Gerald P. Beyer's private certificate because he entered 50 hours of flight in his logbook which he had not flown. (May 29)

No. 2875 revoked Lester G. Hipple's commercial certificate because he flew less than 500 feet and performed aerobatics on an instructional flight when it was not necessary. (May 29)

No. 2876 revoked the student certificate of Charles H. Hicks because he is a continual and habitual user of marihuana. (May 29)

No. 2877 revoked Phil E. Ruckman's student certificate because he carried a pas-



senger and committed other violations of the Civil Air Regulations. (May 29)

Miscellaneous

No. 2831 dismissed, for lack of proof, the Administrator's complaint concerning Mrs. June H. Flick, who holds a student certificate. The complaint alleged that she failed to meet physical requirements because her error in "depth perception" was greater than 30 mm without correction and could not be corrected by glasses. (May 3)

No. 2834 dismissed the Administrator's complaint which alleged that Arthur W. Foster, who holds a mechanic certificate, signed a repair and alteration form which did not contain a true description of the actual repair. (May 5)

Regulations

Amdt. 60-6 ----- Effective May 3, 1944

§ 60.94 of the Civil Air Regulations is amended by striking paragraphs (b) and (c). (Foreign Flight Authorizations)

Reg. 305 ----- Effective May 2, 1944

AMENDMENT NO. 4 OF SECTION 239.1 OF THE ECONOMIC REGULATIONS. CHARTER TRIPS AND SPECIAL SERVICES BY AIR CARRIERS HOLDING CERTIFICATES OF PUBLIC CONVENIENCE AND NECESSITY

Section 239.1 of the Economic Regulations is amended in its entirety to read as follows:

"(a) *Approval Required for Special Service.* No air carrier holding a certificate of public convenience and necessity shall operate any charter trip or other special service (except flights originating and terminating in the territory comprised of Mexico, Central America, South America, and the countries and islands in the Caribbean area) either between points named in its certificates or otherwise, unless it shall have first secured approval thereof by the Board or its designee, or unless authorized by such further regulations as the Board may from time to time promulgate.

"(b) *Exceptions.* The provisions of paragraph (a) shall not apply to any charter trip or special service which is (1) operated at the request of, and in aircraft owned by, the Navy Department, or (2) an emergency military mission."

Reg. 306 ----- Effective May 3, 1944

Regulation Serial Number 231 relating to the issuance of commercial pilot certificates and instrument ratings to graduates of the special course for the operation of Douglas DC-3 aircraft given at the Naval Training School, Fort Worth, Texas, adopted by the Civil Aeronautics Board on July 11, 1942, is hereby repealed.

Reg. 307 ----- Effective May 3, 1944

Aircraft flying on official missions of the Civil Air Patrol may operate within the Republic of Cuba and within that portion of the Republic of Mexico lying within 100 miles of the territorial limits of the United States without the foreign flight authorization required by § 60.94 of the Civil Air Regulations.

Reg. 308 ----- Effective May 10, 1944

The effectiveness of § 61.341 of the Civil Air Regulations is suspended for a period of 30 days from this date. (Altitude Recording Device.)

Reg. 309 ----- Effective June 1, 1944

Notwithstanding § 40.2611 (b) of the Civil Air Regulations any first pilot listed in the Eastern Air Lines air carrier operating certificate on June 1, 1944, who is qualified as competent to operate an aircraft in scheduled air transportation between New Orleans, Louisiana, and Houston, Texas, on June 1, 1944, may pilot aircraft under contact conditions in scheduled transportation for said carrier into and out of the Lake Charles Airport, Lake Charles, Louisiana, upon furnishing evidence satisfactory to the Administrator showing that the pilot is thoroughly familiar with the form and condition of the airport and with the location and nature of any obstructions in the vicinity.

Weight Schedules Must Be Filed by Jan. 1, Says CAA

Few realize the many duties that must be discharged by an airline operator before a plane leaves the ground.

One of the most meticulous tasks he must perform is that of checking weight and balance.

To standardize and clarify the job of loading airliners the CAA has issued a release explaining the ins and outs of weight control. It advises the few operators who have not established weight control systems approved by CAA should do so by January 1, 1945.

Takes Weight Invoice.—Prior to departure, under a CAA approved system, the operator prepares a "weight invoice" showing gross weight, useful load distribution, and center of gravity. This invoice also shows the empty weight, or if a fleet weight is used, the fleet weight used in computing the useful load.

Fleet empty weight and center of gravity are obtained by averaging the basic empty weights and centers of gravity of the carrier's fleet of planes.

A close check must be kept on the weight of all mail and express cargo to insure that it is properly safetied and stored. The weight and number of cabin attendants and passengers must also be taken into account.

Investigation of the movement of the center of gravity must allow for passengers and cabin attendants walking about during flight. Passenger weight allowances are 170 lbs. for men and 130 lbs. for women; 130 lbs. for stewardesses and 150 lbs. for stewards.

Weight invoices are kept in the operator's files for at least 90 days to be available to the CAA for periodic inspections. A continuous record is kept for each plane, listing all alterations or repairs affecting the weight and center of gravity. Loading instructions are distributed to personnel responsible for loading planes.

Reweighted Each Year.—At the operator's principal maintenance base a list is kept which shows all equipment included in the empty weight of each plane. All planes should be operated within approved weight and center of gravity limits and each one should be weighed annually. However, if the operator has maintained close control of weight changes and kept accurate and complete records for at least two years, the CAA may allow him to recompute his fleet weight every two years.

Although the manufacturer provides loading instructions, an operator may prefer to revise or replace them with instructions of his own. But before any change is made in an approved system, the operator should request authorization of such change from the nearest branch office of CAA's air carrier division.

Installed Lighter Equipment.—When a plane's empty weight or empty weight center of gravity is changed, the pertinent loading schedule should be revised. Where the weight is either increased or

Veterans' Jobs

(Continued from page 65)

of our national airport program. It will represent our estimate of the number of airports of varying sizes which will be needed by each state to accommodate fliers during the five or ten years immediately after the war."

The long-range plan is being considered from the angle which federal government must play in it, since airplane terminals must fit into the national pattern with states and political subdivisions of states and municipalities in control of local situations.

Referring to the problem of airport management, the Administrator said: "In response to the continually growing demand for advice on management problems we have established a unit to collect and make available the best information on such matters.

Airport Management.—"The management unit is still more or less feeling its way along, but already it has found a number of ways in which it can be of service. For example, it was discovered that airport management has difficulty in obtaining many items of equipment and would appreciate a central source of information on available material. It is therefore encouraging the regional CAA airport organizations to act as clearing houses for such information. Just how effective they can be is indicated by the example of our Fourth Region, Fort Worth, Texas. An airport in that Region needed a mowing machine—the CAA regional people located twenty-five surplus army mowers. Another field wanted to know where it could get hold of one hangar—the CAA turned up six."

Tentative Development Plan.—The development of new airfields which are on the tentative program, might be financed by a federal appropriation of \$90,000,000 allocated by the CAA as follows: \$30,000,000 to the states on a basis of area, another third by population, and the remaining third on the basis of the number of registered aircraft.

"If such a plan were adopted the CAA would expect the state authorities to work out the apportionment to airport projects within the state which were included in its national plan which was in the hands of Congress at the time the appropriation was made. Construction work would be handled by state or local authority and would be subject to conformity with federal standards for location, lay-out, design, and construction as in the case of federal air roads."

decreased through installation or repair, the loading schedule may be affected. For example, one of the airlines recently saved more than 100 lbs. by installing some new equipment on a DC-3. Lighter passenger chairs and cabin insulation were largely responsible.

Prior to December 15, 1939, all air carriers were subject to rather detailed supervision of weight control by the CAA and its predecessor. This policy was followed because operators generally were not "balance conscious."

AIR REGULATIONS . . . As of June 1, 1944

Civil Air Regulations

Aircraft

PART No.	TITLE	DATE	REMARKS	PRICE	EFFECTIVE AMENDMENTS
01	AIRWORTHINESS CERTIFICATES	10-15-42	On sale at GPO	\$0.05	
02	TYPE AND PRODUCTION CERTIFICATES	3-1-41	On sale at GPO .....	.05	
04	AIRPLANE AIRWORTHINESS	11-1-43	On sale at GPO .....	.15	01-1
13	AIRCRAFT ENGINE AIRWORTHINESS	8-1-41	On sale at GPO .....	.05	
14	AIRCRAFT PROPELLER AIRWORTHINESS	7-15-42	On sale at GPO .....	.05	
15	AIRCRAFT EQUIPMENT AIRWORTHINESS	4-15-44	In stock; order from CAB only		
16	AIRCRAFT RADIO EQUIPMENT AIRWORTHINESS	2-13-41	On sale at GPO .....	.05	
18	MAINTENANCE, REPAIR, AND ALTERATION OF CERTIFICATED AIRCRAFT AND OF AIRCRAFT EN- GINES, PROPELLERS, AND INSTRUMENTS.	9-1-42	On sale at GPO .....	.05	

Airmen

20	PILOT CERTIFICATES	2-15-44	On sale at GPO	\$0.10	
21	AIRLINE TRANSPORT PILOT RATING	10-1-42	On sale at GPO .....	.05	21 1-3, Reg. No. 278.
22	LIGHTER-THAN-AIR PILOT CERTIFICATES	10-15-42	On sale at GPO .....	.05	Reg. No. 247.
24	MECHANIC CERTIFICATES	7-1-43	On sale at GPO .....	.05	
25	PARACHUTE TECHNICIAN CERTIFICATES	12-15-43	On sale at GPO .....	.05	
26	AIR-TRAFFIC CONTROL-TOWER OPERATOR CER- TIFICATES	2-1-44	On sale at GPO .....	.05	
27	AIRCRAFT DISPATCHER CERTIFICATES	10-1-43	On sale at GPO .....	.05	
29	PHYSICAL STANDARDS FOR AIRMEN	6-1-42	On sale at GPO .....	.05	29-1.

Air Carriers

40	AIR CARRIER OPERATING CERTIFICATION	11-1-42	On sale at GPO	\$0.10	40 1-2, Reg. No. 309.
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Air Agencies

50	FLYING SCHOOL RATING	11-1-40	On sale at GPO	\$0.05	87, 113, 50-3, Reg. No. 216. ¹
51	GROUND INSTRUCTOR RATING	12-15-43	On sale at GPO .....	.05	
52	REPAIR STATION RATING	10-1-42	On sale at GPO .....	.05	
53	MECHANIC SCHOOL RATING	8-1-42	On sale at GPO .....	.05	
54	PARACHUTE LOFT CERTIFICATES AND RATINGS	1-21-43	On sale at GPO .....	.05	

Air Navigation

60	AIR-TRAFFIC RULES	11-15-43	On sale at GPO	\$0.10	60 1-6, Reg. No. 307.
61	SCHEDULED AIR-CARRIER RULES	2-1-44	On sale at GPO .....	.10	Reg. No. 308.
66	FOREIGN AIR-CARRIER REGULATIONS	1-15-42	On sale at GPO .....	.05	

Miscellaneous

97	RULES OF PRACTICE GOVERNING SUSPENSION AND REVOCATION PROCEEDINGS.	12-10-43	In stock; order from CAB only		
98	DEFINITIONS	10-15-42	On sale at GPO	\$0.05	
99	MODE OF CITATION OF REGULATIONS	11-15-40	In stock; order from CAB only		

Regulations of the Administrator

501	AIRCRAFT REGISTRATION CERTIFICATES	3-31-43	In stock; order from CAA only		
503	RECORDATION OF AIRCRAFT OWNERSHIP	3-31-43	In stock; order from CAA only		
510	GENERAL REGULATIONS, WASHINGTON NATIONAL AIRPORT.	9-25-41	In stock; order from CAA only		
511	GENERAL AERONAUTICAL RULES FOR THE WASH- INGTON NATIONAL AIRPORT.	9-25-41	In stock; order from CAA only		
525	NOTICE OF CONSTRUCTION OR ALTERATION OF STRUCTURES ON OR NEAR CIVIL AIRWAYS.	7-23-43	In stock; order from CAA only		
531	SEIZURE OF AIRCRAFT	12-8-41	In stock; order from CAA only		
532	REPRODUCTION AND DISSEMINATION OF CUR- RENT EXAMINATION MATERIALS.	1-15-43	In stock; order from CAA only		
600	DESIGNATION OF CIVIL AIRWAYS	3-1-42	Not published ²		1 thru 46. ²
601	DESIGNATION OF AIRWAY TRAFFIC CONTROL AREAS, ETC.	1-15-42	Not published ²		1 thru 73. ²

Civil Aeronautics Manuals

04	AIRPLANE AIRWORTHINESS	2-1-41	Out of stock		Release 50, 97, ² 105, ² 117, ² 140. ²
14	AIRCRAFT PROPELLER AIRWORTHINESS	12-1-38	Out of stock		
15	AIRCRAFT EQUIPMENT AIRWORTHINESS	7-1-38	On sale at GPO .....	.10	
16	AIRCRAFT RADIO EQUIPMENT AIRWORTHINESS	2-13-41	In stock; order from CAA only		Release 62.
18	MAINTENANCE, REPAIR, AND ALTERATION OF CERTIFICATED AIRCRAFT AND OF AIRCRAFT EN- GINES, PROPELLERS, AND INSTRUMENTS.	6-1-43	On sale at GPO .....	.50	
50	FLYING SCHOOL RATING	12-40	In stock; order from CAA only		Release 77, 111.
52	REPAIR STATION RATING	2-41	In stock; order from CAA only		
53	MECHANIC SCHOOL RATING	6-40	Out of stock		
60	AIR TRAFFIC RULES	8-1-43	On sale at GPO .....	.15	

¹ No copies available. (Waiver of requirements.) Consult CAA inspector for specific provisions of this amendment.

² See Air Navigation Radio Aids.

³ Only pertinent pages furnished.

Airport Management Course Inaugurated At Texas A & M Under Auspices of CAA

Airport management has entered the field of higher education. The Civil Aeronautics Administration has sponsored a short course in the subject at Texas Agricultural and Mechanical College, College Station, Tex.

The course started on June 14, to run through the sixteenth. It is believed to be the first of its kind in the United States. The study program for the course was drawn on a 12-hour day basis, sessions beginning at 8 in the morning and ending with a dinner discussion which could be prolonged at the pleasure of the students.

The course was planned to build up from the time a community first becomes air conscious to the business of building, operating, and maintaining an airport. City officials, forward-looking businessmen, civic leaders and airport managers were to contribute to the program in terms of their individual interests and work.

Consensus of Opinion.—The last session was to close with a résumé of the ground covered by each day's discussion and an over-all summation of conclusions reached. This closing session was to be an open meeting calculated to disclose individual views and consensus of opinion.

S. E. Travis, Jr., Supervisor of Airports for the Fourth CAA region, in which Texas A & M College is situated, has taken an active part in the establishment of the studies of airport management.

Public Interest Manifest.—A rapidly growing public interest in airports and the important part they will have in post-war flying developed a practical bent which manifested itself in questions on methods of installation, operation and maintenance. It is to answer these questions that the special course of study was established in A & M College.

The first day's session will open with a discussion of the purpose of the course and will be developed along lines calculated to show the part the airplane will play in the lives of Americans. The afternoon meeting will be devoted to problems of airport management and that, in various aspects will be the matter of major consideration in the succeeding sessions.

The course will end with a general round-up of all the topics discussed, accenting the reactions of the persons attending, and a résumé of the conclusion reached.

Inland's Absorption By Western Is Given Approval of Board

A transaction in which Inland Airlines will lose its identity as an air carrier and become a part of the Western Airlines system has been approved by the Civil Aeronautics Board. Western's purchase of all of Inland's stock has the Board's consent on the grounds that Western will be able to give better service over Inland's routes, despite the fact that the two lines have little community interest.

The absorption of Inland will be in the public interest, the Board believes. With Western operating on the western side of the Rocky Mountains from San Diego via three stops into Lethbridge, Canada, and Inland operating on the eastern side from Cheyenne to Great Falls on one branch, and Huron, N. Dak., on the other, the Board found little interchange of traffic between the two lines.

One Management.—"The acquisition will simply put under one management two independent routes, serving different territories with different needs and having a single common point at Great Falls, Mont.," the Board said.

The cost to Western will be \$415,271 for Inland's 164,218 shares of common stock at \$2.53 a share.

Western on October 7, 1943, offered to buy 137,241 shares, or 83.57 percent of the company's stock, at \$2.65 a share from four of Inland's officials, Leferink, Landes, Broder, and McLellan. This deal was not consummated.

Under the terms of a later agreement, the purchase price was reduced to \$2.53 a share, and \$19,705 is to be paid back to Western out of an escrow fund.

The agreement also provides that Western will offer to buy the remaining shares from the other stockholders of Inland on the same terms. The Board has ordered Western to make this offer for the remaining 26,977 shares by June 22.

Called Bonus Payment.—In its plan to absorb all Inland operations, Western has expressed intentions of keeping as many Inland employees as good management allows. However, the separate agreement made by Western to continue the salaries of Leferink and Landes for a 2½-year period whether or not they continue to be employed by Western was labeled a bonus payment in the majority opinion. Leferink now makes \$10,000 a year and Landes \$7,200.

Whether these payments can be included in the expenses of the acquiring company for rate-making purposes is a question which will have to be disposed of in any subsequent rate cases involving such a question on the basis of the record then made, the Board stated.

Member Josh Lee opposed the acquisition on the basis that the route pattern lends itself neither to convenience of travel nor to sound operation.

CAA Keeps Constant Watch on Weather

A constant watch on weather conditions, from sunrise to sunrise, is maintained from year's end to year's end by the Civil Aeronautics Administration for the benefit of the men who fly. No point in the United States or territorial possessions is so remote as to be beyond reach of the service which has many times been instrumental in preventing what might have been major catastrophes.

Almost 32,000 miles of leased wires carry weather information to and from 522 stations along the Nation's aerial highways to become part of weather maps for the information of army, navy and civilian fliers. These maps are used in weather forecasts, being incidental to the cooperation existing between the CAA and the Weather Bureau.

Airports served by the leased wire teletypes are scattered all over the United States with a proportionately larger number along the more heavily traveled airways. Sections not in wire contact, telegraph or telephone, are served by radio.

Airport Planning Unit Created

To round out its program of airport planning assistance, especially as it concerns private flying, the CAA has established an Urban Planning section. Two consultants are working in the Philadelphia area in cooperation with the city's planning commission, representatives of eight adjoining counties of Pennsylvania and New Jersey and the aeronautics commissions of those states.

San Antonio New Stop On A. A. Mexican Route

San Antonio has been made a stop on American Airlines' route between Fort Worth-Dallas and Monterrey, Mexico, thus providing the city with direct single-company service to Mexico as well as to points in the United States served by American.

The San Antonio stop will not increase American's mileage much and will eliminate the heavy gasoline loads now required for the nonstop flight between Fort Worth and Monterrey, the Board said.

American has been operating between Fort Worth-Dallas and Mexico City on a temporary certificate since 1942.

Army Fliers Thank CAA

The CAA is in receipt of a letter from six members of the Army Air Forces expressing "appreciation for the services given us by the Rock Springs, Wyo., radio station." The letter, which was addressed to L. W. Jurden, Regional Manager at Kansas City, Mo., states the station personnel, under the supervision of C. B. Colburn, have on numerous occasions gone to a great deal of trouble to arrange transportation and lodging for army fliers, in addition to "superior service rendered in their line of duty."

Armored Air Service

Air transportation of money, currency, checks, and papers has been proposed by the Armored Motor Service of Memphis, Tenn.

Free Transit Vital In Tomorrow's Air Commerce—Burden

Commercial aircraft must be given the right to cross foreign countries and land for refueling or emergency without obtaining special permission, if air transport is to serve the world public



Mr. Burden

to the fullest according to Wm. A. M. Burden, Assistant Secretary of Commerce.

This freedom of commercial transit, already allowed steamship lines, will be no more of a threat to national security or cause for economic friction than is the competition of shipping and other forms of

international trade, the Assistant Secretary told the Foreign Commerce Club of New York City.

Retarded by Restrictions.—To show how prewar restrictions retarded and obstructed air trade, the Assistant Secretary pointed out that the U. S. trans-Pacific service operated to Manila for nearly two years before landing rights could be obtained at Hong Kong. In the North Atlantic, discussions with the British were begun in 1935, but it was four years until service was opened.

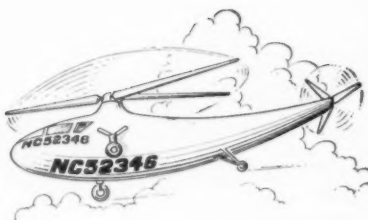
In 1937 the application of the Dutch airline, KLM, for landing privileges in Miami was refused. Similarly, in 1938, applications of British and Dutch companies to land in Hawaii were denied.

While agreement on commercial transit is desirable, Mr. Burden said, airlines probably will have to obtain special permission to pick up passengers in foreign countries as they do now.

However, he continued, nations should not prevent new international services from starting merely because they are not prepared to run reciprocal services, and no ceilings should be placed on the number of schedules flown.

International Control.—With some operations by government-owned airlines and others by private carriers, an excessively liberal subsidy policy or unfair competitive practices by a major power will be the most likely source of competitive friction, the speaker pointed out. It should be possible to adopt a system of international control which will keep heavily subsidized lines from offering service at rates far below actual cost; offering luxurious accommodations at normal rates or flying much more service than the available traffic justifies, he said.

He suggested the creation of an international Civil Aeronautics Commission with consultative and advisory functions in the economic field and broader duties in the technical field might prove helpful.



Helicopter Identification

Looking to the time when civilians will be able to own helicopters, the CAA has drawn up specifications for painting on "license plates." It recently issued instructions to its safety regulation field staff under the title "Proper Procedure for Display of Identification Numbers on Rotorplanes."

The above picture shows the correct way to display identification numbers and letters. They should be placed on the bottom and both sides of the fuselage.

Panagra Extension Outside CAB Scope

Stockholders of Pan American - Grace Airways are still at an impasse on the matter of extending that carrier's service from the Canal Zone to Florida since the Civil Aeronautics Board has decided it does not have the power to authorize the extension.

Only the W. R. Grace steamship line's half of Panagra's ownership wanted this extension, so the airline did not file formal application. Grace filed a petition and complaint in 1941 asking the Board to "alter, amend or modify" Panagra's certificate to permit this route extension.

Attempts at mediation followed. The Board suggested that sufficient shares of the two interests be transferred to an independent trustee who could break the deadlock resulting from an equal division of the stock between Grace and Pan American Airways Corporation. After it became apparent that the two parties could not come to agreement, the Board started proceedings on its own accord.

The U. S. terminal would give Panagra direct access to one or more major gateways for through traffic between the United States and Latin America, and establish a competitive route. Panagra now operates from Buenos Aires along the west coast of South America to the Canal Zone and must depend on other carriers, largely Pan American, to move its traffic between the United States and the Canal Zone.

Control Towers Restored

CAA will continue operation of control towers at five of 23 cities where service had been scheduled to terminate by June 30 because of withdrawal of army funds. The army recertified four towers at St. Paul, Minn., Municipal; Louisville, Ky., Standiford Field; Niagara Falls, N. Y., Municipal; Yakima Wash., Municipal; while the navy took over sponsorship of the Akron, Ohio, Municipal operation.

High Court Stand On State Tax Case "Significant"—Ryan

The Supreme Court's decision in the Minnesota Tax Case (Northwest Airlines vs. Minnesota) "is of considerable significance to the future of air transportation in the United States," according to a statement given the Journal by Oswald Ryan, Member of the Civil Aeronautics Board.

The case involved the constitutional right of Minnesota to tax Northwest's entire air fleet, operated interstate under circumstances where six other states through which Northwest operates had levied a property tax upon the same airplanes.

First Case.—A 5-4 majority upheld Minnesota's power to tax the entire fleet of the airline but refused to decide the question whether the other states through which the airplane operated had the right to tax any part of the fleet, saying that this question was not before the court. Justice Jackson concurred in the majority decision but thought the court should have gone further and held that Minnesota's right to tax was exclusive. He also pointed out that "this case considers for the first time constitutional limitations upon state power to tax airplanes. . . . Any authorization of local burdens on our national air commerce will lead to their multiplication in this country."

Multiple Tax Question.—Chief Justice Harlan F. Stone dissented, holding Minnesota, in taxing Northwest's fleet for its full value, placed an unconstitutional burden upon interstate commerce.

Ryan's statement read: "The Minnesota decision leaves unsettled the question of burdensome multiple taxation. It is, nevertheless, a significant decision. The majority decision makes reference to the power of Congress to control the taxation of interstate airlines. Justice Jackson, in a concurring opinion, points to the power of Congress to control this field of taxation, adding that Congress has not exercised its power to do so. Justice Black in a separate opinion says that 'these problems call for Congressional consideration and action.' Thus, the various opinions strongly suggest that Congress can supply the answer to a problem which, unless it is taken under control, may create a situation which many feel will make it impossible for our airlines to survive economically."

The Minnesota Supreme Court had upheld a District Court's judgment against the airline for the sum of \$18,266.68, which was the delinquent personal property tax (and penalty) for 1939. It recommended that a single rule be made applicable to all forms of commercial aviation and suggested that taxation of the owner's domicile, exclusively, would be a sound and practical rule for all.

